C/CAG
City/County Association of Governments of San Mateo County

VTA
Santa Clara Valley Transportation Authority

TA
San Mateo County Transportation Authority

2020 Peninsula Gateway Corridor Study
Policy Advisory Committee

DATE: Wednesday, May 14, 2008

TIME: 4:00 P.M

PLACE: Menlo Park City Hall
1st Floor Council Conference Room
701 Laurel Street, Menlo Park, CA

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1. **Introductions**

2. **Notes from April 9, 2008 Meeting***

3. **Action Plan***
   (The Action Plan was revised based on comments by the PAC and TAC. The Plan recaps recommendations, categorization, project cost, potential funding, etc.)

4. **2020 Project Fact Sheet***
   (The project fact sheet is to be used for outreach)

5. **Schedule next meeting for June 11, 2008**

6. **Adjourn.**

* Attachment

2020 Peninsula Gateway Corridor Study

Policy Advisory Committee
Meeting Notes – April 9, 2008

Attendees:

Alicia Aguirre (City of Redwood City)	John Boyle (City of Menlo Park)
Yoriko Kishimoto (City of Palo Alto)	Albert Yee (MTC)
Joe Hurley (Transportation Authority)	Jim Bigelow (C/CAG CMEQ)
Duane Bay (Public – City of East Palo Alto)	Paul Krupka (KHA)
Richard Napier (C/CAG)	Sandy Wong (C/CAG)
John Hoang (C/CAG)	

- Topics
  - Further comments on draft report
  - Review and discussion on the Action Plan

- Discussion/comments were as follows:
  - Need to determine what and how to present the Study results to the councils. Should include: what it is, the process, action plan, etc. Need to structure presentation. Walk through a case study to describe the thought process behind the study. (AA, RN, JB)
  - Should note success (i.e., secured funds) from the I-Bond CMIA program. Indicate final report for this phase. Talk about next phase. (JB)
  - Need to coordinate with Santa Clara County (i.e., VTA) regarding HOT lanes and road pricing along with ITS. (YK)
  - Present the report as "Final" and for information only. Should try to wrap council comments into report as appropriate only (all)
  - An acknowledgment page should be added to the report listing names of people who have been involved with the study. (AA)
  - Staff to provide bullet points to council representative for presentation.
  - Focus should be on action plan. (DB)
  - For clarification, the Willow Road depressed lanes are located east of Hwy 101. Same with University Ave.
  - Make editorial changes to the action plan table based on comments received (e.g., larger fonts, include references, benefit/cost info, schedule, etc.)
  - Generate fact sheet and/or and executive summary
  - Aim for scheduling presentation to council meetings starting in June 2008

2020 Peninsula Gateway Corridor
Action Plan
CATEGORY 2 - CONSIDERED PROJECT DEVELOPMENT, CONSTRUCTION, IMPLEMENTATION (Near-Term Improvements: 0 to 5 Years)

No.	Type/Location	Potential Improvements	City	Comments	Implementation Cost	Potential Funding Source (*)	Schedule				Notes
							Immediate	Within 5 Years	Between 5 to 10 Years	Longer than 10 Years	
1	Complementary ITS	Install traffic signal interconnect/communications infrastructure between Middlefield Road and 101 (XX)	All	Project limits would be between Shoreline and Woodside. Scope would include installing infrastructure (e.g., conduits).	$10M (SM Co) / $TBD (SC Co)	$4M (STIP), $3M (Federal Earmark), $187,500 (C/CAG, TA), $125K (VTA), $378K (Fed)	X				Santa Clara County segment for Smart Corridors needs to be defined and funded
	Complementary ITS	Install trailblazers and/or arterial CMS to provide route guidance information (ZZ)	All	This project can be tied to Incident Management and can be considered part of "AAA". Also, can be tied to the San Mateo Smart Corridors - Seg 3							
	Complementary ITS	Prepare Incident Management and Traveler Information Plan for Corridor (AAA)	All	Part of proposed Bi-County Smart Corridors (would include AAA, BBB, XX, ZZ)							
	Other Potential Improvements	Study the possible designation of East Bayshore (San Antonio to University) as a reliever route to provide congestion relief for incident management on Route 101: Improve operations at intersections; Install directional signage (BBB)	PA, EPA	Focus on "incident management" therefore can be considered as part of "AAA"							
2	Willow Road	Signal Timing during peak travel periods: ·Consider adaptive or responsive operation; ·Install vehicle detection (Q)	EPA, MP	Project limits from Middlefield to Bayfront Expwy. Menlo Park currently have a $1.3M project for adaptive traffic signals. Includes installation of conduits which may facilate complementary ITS projects.	$1.3M	$240K (MP), $1.06M (STIP)	X				
3	Willow Road	Prohibit left turns during peak travel periods (R)	EPA, MP	Five (5) intersections to be affected. **This project will "evaluate" the traffic operations.**	$100K	SB 348		X			SB 348 (VLF) Pending in legislature
4	Willow Road	Exit/Entrance Right Turn pockets on Willow (T)	EPA, MP	Five (5) intersections to be affected. Cost includes design/construction. Approx. $200K per intersection.	$1M	SB 348, MP		X			
5	University Ave	Signal Timing during peak travel periods: Consider adaptive or responsive operation; ·Install vehicle detection (HH)	EPA	Project limits from US 101 to SR 84	$1M	$500K (TA), $250K (MTC), 250K(C/CAG)	X				
6	University Ave	Prohibit left turns during peak travel periods (II)	EPA	Seven (7) intersections to be affected. **This project will "evaluate" the traffic operations.**	$200K	SB 348, EPA		X			
7	University Ave	Entrance/Exit Right Turn pockets on University (KK)	EPA	Seven (7) intersections to be affected. Cost includes design/construction. Approx. $200K per intersection.	$1.4M	SB 348, EPA		X			
8	Other Potential Improvements	Improve 101/ University interchange: ·Construct southbound direct-connect off-ramp; Improve on-off connections for northbound traffic (CCC Short-term improvements)	PA, EPA	Include "Phase 2" of interchange improvement, considerations for bike/ped facility. **This project is split up into short-term and long-term strategies**	$5M	STIP, SB 348, EPA		X			
9	Other Potential Improvements	Define residential traffic management elements that mitigate high priority capital improvements (DDD)	EPA, All	Local streets. Any improvements would be part of capital improvement project. Nothing needs to be done now.	TBD	$1M (EPA), Source of major capital project		X			$1M Programmed in RTP by EPA for bike/ped structure (not considered in 2020 Study)

* Potential funding sources includes: San Mateo County Congestion Relief Program, State Transportation Improvement Program (STIP), AB 1546/SB348 (Vehicle License Fee), Federal funds, Measure A, Bond, etc

NOTE: Need to work with cities to define specific projects

CATEGORY 3 - ADDITIONAL ENGINEERING ANALYSIS / PRELIMINARY ENGINEERING (Longer than 5 Years) (**)

No.	Type/Location	Potential Improvements	City	Comments	Implementation Cost	Potential Funding Source (*)	Schedule				Notes
							Immediate	Within 5 Years	Between 5 to 10 Years	Longer than 10 Years	
1	Hwy 101	Reconstruct Embarcadero/ Oregon interchange. Include considerations for Bicycle/Pedestrian lanes (B)	MV, PA		TBD				X		PAC Referral or TAC Study
2	Hwy 101	Reconstruct San Antonio interchange (C)	MV, PA	Mt. View prefer not to close the Charleston on-ramp	TBD				X		PAC referral orTAC Study
3	Dumbarton Bridge to Hwy 101	Grade separations at Bayfront Expwy/Willow and Bayfront Expwy/University (H)	EPA, MP	Consider both together and separate. This project was studied in detail.	$333M				X		B/C ratio from Study
4	Dumbarton Bridge to Hwy 101	Construct direct flyover connection between Bayfront Expwy/ Marsh and 101 north of Marsh (J)	MP, RWC	This project could be considered as a stand-alone project.	TBD				X		PAC Selection
5	Willow Road	Depressed expressway: 2 lanes each direction; 1 lane each direction; Reversible 2 lanes; 3 lanes with reversible middle lane (DD1-DD4)	EPA, MP	Similar to Project TT on University Ave. (Includes DD, FF, GG).	TBD						B/C Ratio from Study; PAC Selection
	Willow Road	Tunnel Expressway (maintain existing facility at grade) (FF)	EPA, MP		TBD					X	
	Willow Road	Modified depressed Expressway (surface frontage roads cantilevered inboard to minimize frontage impacts) (GG)	EPA, MP	The "depressed/cantilevered" option was studied in detail.	$373M						
6	University Ave	Depressed expressway: 2 lanes each direction; 1 lane each direction; Reversible 2 lanes; 3 lanes with reversible middle lane (TT1-TT4)	EPA, MP	Similar to Project DD on Willow Road. (Includes TT, VV, WW)	TBD					X	
	University Ave	Tunnel Expressway, (maintain existing facility at grade) (VV)	EPA, MP		TBD					X	
	University Ave	Modified depressed Expressway (surface frontage roads cantilevered inboard to minimize frontage impacts) (WW)	EPA, MP	The "depressed/cantilevered" option was studied in detail.	$704M					X	B/C ratio from Study
7	Other Potential Improvements	Improve 101/ University interchange: Eastside **(CCC Long-term improvements)**	EPA	Eastside of freeway; include "Phase 2" of interchange improvement, considerations for bike/ped facility. (Added to category 3)	TBD				X		

** Key in Category 3 is to do a good cost/benefit analysis to establish the best projects and priorities

2020 Peninsula Gateway Corridor Study

Evaluation of Potential Traffic Improvements to the Connections of US–101 and the Dumbarton Bridge

DEFINITION OF PROBLEM

The existing State highways within the study area all experience substantial traffic demand and poor operating conditions during the peak commute periods.

STUDY OBJECTIVES

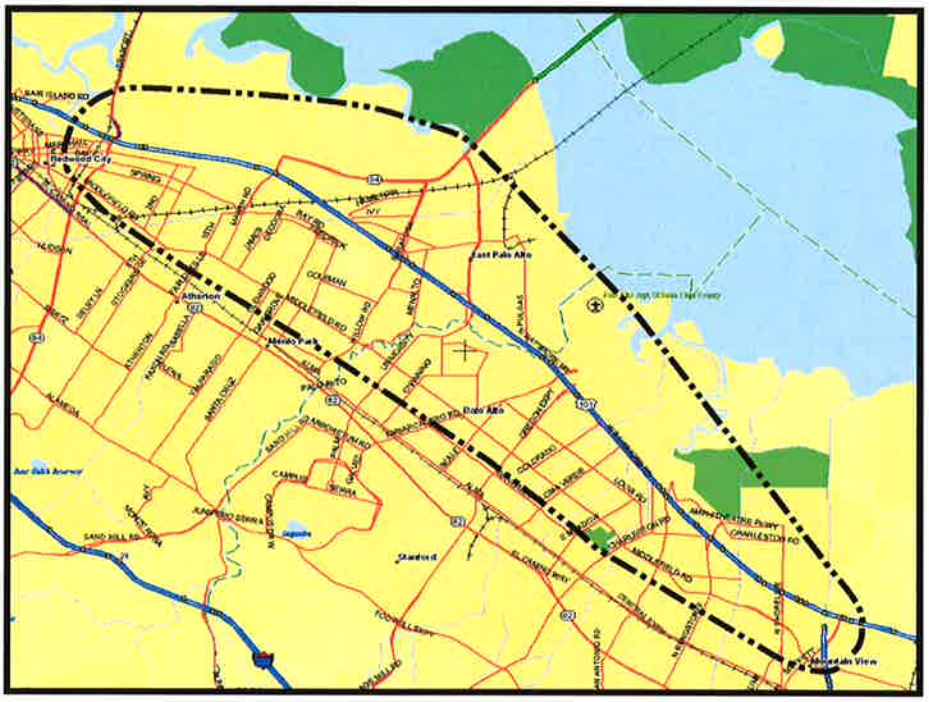
The purpose of the study is to identify short, medium, and long-range roadway improvement options for addressing traffic congestion issues.

The objective was to define and evaluate alternative traffic improvements in the Study area that address the following goals:

- Facilitate access;
- Enhance economic opportunities
- Optimize use of existing infrastructure
- Reduce congestion and local community impacts; and
- Minimize environmental impacts on sensitive resources

STUDY PARTNERS

- **C/CAG**
- **San Mateo County Transportation Authority**
- **Valley Transportation Authority**
- **Town of Atherton**
- **City of East Palo Alto**
- **City of Menlo Park**
- **City of Mountain View**
- **City of Palo Alto**
- **City of Redwood City**
- **Caltrans**
- **MTC**
- **Mid-Peninsula Regional Open Space District**



The study area encompasses US-101 between SR 84 (Woodside Road) and SR 85 (Stevens Creek Freeway) junction, as well as SR 84 (Bayfront Expressway) from the Dumbarton Bridge landing to US-101 including the connecting streets

STUDY ACCOMPLISHMENTS

Public Input - Over 300 project ideas and suggestions were received through engagement of key stakeholders and community groups.

Conceptual Solutions - 71 potential projects generated for "Universe of Alternatives" from project ideas.

Assessment of Alternatives - Performed evaluation of traffic benefits, construction costs, and potential impacts utilizing a "high-medium-low" approach. Completed detailed engineering analysis for eight representative project solutions.

Comparison of Solutions and Findings - Compared benefits and costs between alternatives and summarized results.

Categorization of Alternatives - Project alternatives were grouped into different categories to determine projects for development and implementation.

Next Steps - Development of an action plan to prioritize future projects, study additional projects, identify funding strategies, and establish schedule.

Secured $84M (SC Co.) and $60M (SM Co.) in funding from CMIA Program

Project Sponsors:

For more information:
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May 2008